

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED] 25X1

INFORMATION REPORT

CD NO.

COUNTRY USSR (Gorki Oblast)

DATE DISTR. 17 Nov. 1949

SUBJECT Factory Airfield in Gorki

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SUPPLEMENT TO REPORT NO. [REDACTED] 25X1

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1. There was a factory airfield on the western edge of GORKI ($43^{\circ}10' E / 56^{\circ}14' N$), Moscow MD. It bordered on a woods on the west and on Plant No 92 on the east. This plant presumably was an aircraft plant, since new aircraft were parked near it. Five large hangar roofs were seen in the mentioned woods.
2. The number of aircraft parked near Plant No 92 constantly changed, about 50 being the maximum. Description of these aircraft: Single-engine low-wing monoplane with pointed nose and three-bladed propeller, trapezoidal wings in slight dihedral, rounded-off wing tips, tricycle landing gear retractable, antenna rod aft of cockpit with wire connection to tail assembly. Apertures of about two-inch diameter were seen in the leading edge of the wing.
3. Flying activities observed:
 - a. Test flights of about 30 minutes' duration, only during the day. Pilots were changed after every flight.
 - b. Take-off of about 30 aircraft once a week. The aircraft did not return to the field.
4. A type of aircraft previously not observed and considered to be a jet plane [REDACTED] was first observed over the town about mid-October. In the fall and winter of 1948 these aircraft were seen individually and only for one or two hours. Beginning in spring 1949, they were seen over the town from morning until late evening, three or four planes being constantly aloft. Description of these jet aircraft (see Annex). Short streamlined fuselage, all metal construction, an air intake of about 15-inch diameter in nose, a smaller aperture in fuselage. Mid-wing monoplane, length about 26 feet, wide trapezoidal wings with sweepback, last third of leading edge

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of wing slightly bent back, rounded tips, elevator assembly also swept back; strikingly high and wide rudder assembly. Span estimated at 40 feet. Apertures of about two-inch diameter in leading edge of wings. At normal flying speed the aircraft produced a high-pitched and even whistling sound.

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5.

[redacted] jet aircraft had been built in Plant No 92 since that time and were tested at the field.

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[redacted] the previously observed conventional flitters were no longer seen at the field.

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6.

[redacted]

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Comment:

Several reports on the factory airfield of the Gorki aircraft plant, previously known under the designation of Plant No 21 (in this report called Plant No 92), confirmed the production of a Yak fighter type in 1948 and early in 1949.

From this report it is assumed as positive that a conversion of the plant to the building of jet fighters of the swept-back category took place late in 1948. All the descriptions received so far concordantly mentioned the following features of this craft: Interior turbine, swept-back elevator assembly, comparatively short fuselage, high fin (frequently called shark-like), mid-wing monoplane, trapezoidal wings, rounded tips. Contradictory are the statements concerning the fitting of the elevator assembly, which most observers state are fitted at the fuselage, but some said at the rudder assembly. It is believed that the given descriptions best fit in a Lavochkin design. There has never been an "Immelmann" fighter wing, but only a dive bomber wing "Immelmann." On the other hand it is known that the Soviets are paying a salary of 8,000 rubles to German scientists, so that they also possibly pay this sum to test pilots.

Annex: Jet aircraft Observed over GORKI, Gorki Oblast.

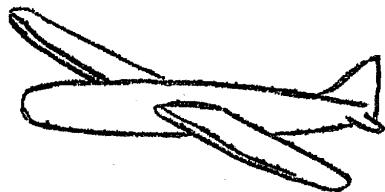
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ATTACHMENT

Jet Aircraft Observed over Gorki



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